

--40. (Amended) A glass-free motor vehicle window, which is at least partly transparent, and which meets French standard R43 for motor vehicle windows, which comprises:

- a.) a plastic layer having a thickness of 5 to 10 mm,
- b.) at least one skin layer of a plastic film having a thickness of 10 to 100  $\mu\text{m}$  coated on said plastic layer, and
- c.) a scratch-resistant layer having a thickness of 1 to 10  $\mu\text{m}$  supported by said plastic film,

wherein said window is prepared by the following process (A) or process (B), wherein process (A) comprises:

- 1.) providing said skin layer b.), either flat or in shaped form,
- 2.) subjecting said skin layer to heat treatment, the skin layer, being supported completely or partly by a mould surface, an auxiliary means for shaping at least part of the skin to the said mould surface being optionally provided so as to relax stresses in the skin, and crosslinking constituent elements thereof; and
- 3.) joining the skin to said plastic layer a.) by hot pressing in a form, or by thermoplastic injection moulding or reactive injection moulding of the material of the plastic layer a.), the skin having been positioned in the bottom of the mould in such a way that a scratch-resistant layer c.) is in direct contact with the mould;

and process (B) comprises:

- 1.) depositing the constituent elements of a scratch-resistant layer on a substantially flat plastic film; and

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2.) shaping said film bearing the elements of the scratch-resistant layer into a shape which is the same as or at least similar to the ultimate shape of the end-product, while at the same time at least partly crosslinking the scratch-resistant layer.

41. (Amended) The glass-free motor vehicle window according to Claim 40, wherein said plastic layer a.) comprises a thermoplastic, comprising polycarbonate, poly(methylmethacrylate), an ethylene/vinyl acetate copolymer, poly(ethylene terephthalate), polyurethane or a cycloolefin copolymer, or an ionomer resin or a thermosetting or thermally crosslinkable material of a polyurethane, unsaturated polyester or ethylene/vinyl acetate copolymer, or a combination of several thicknesses of the same or several of these plastics.

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50. (Amended) The glass-free automobile window according to Claim 40, wherein the skin layer b.) includes one or more optically selective layers, having thicknesses of between 2 and 35  $\mu\text{m}$  and separated from each other, as well as from other adjacent layers or films, by dielectric layers.

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53. (Amended) A process for preparing a glass-free automobile window which is at least partly transparent, and which meets French standard R43 for motor vehicle windows, which comprises:

- a.) a plastic layer having a thickness of 5 to 10 mm,
- b.) at least one skin layer of a plastic film having a thickness of 10 to 100  $\mu\text{m}$  coated on said plastic layer, and
- c.) a scratch-resistant layer having a thickness of 1 to 10  $\mu\text{m}$  supported by said plastic film, which process comprises:
  - 1.) providing said skin layer b.), either flat or in shaped form,

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2.) subjecting said skin layer to heat treatment, the skin layer, being supported completely or partly by a mould surface, an auxiliary means for shaping at least part of the skin to the said mould surface being optionally provided so as to relax stresses in the skin, and crosslinking constituent elements thereof; and

3.) joining the skin to said plastic layer a.) by hot pressing in a form, or by thermoplastic injection moulding or reactive injection moulding of the material of the plastic layer a.), the skin having been positioned in the bottom of the mould in such a way that a scratch-resistant layer c.) is in direct contact with the mould..

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56. (Amended) A process for preparing a glass-free automobile window which is at least partly transparent, and which meets French standard R43 for motor vehicle windows, which comprises:

a.) a plastic layer having a thickness of 5 to 10 mm,  
b.) at least one skin layer of a plastic film having a thickness of 10 to 100  $\mu\text{m}$  coated on said plastic layer, and  
c.) a scratch-resistant layer having a thickness of 1 to 10  $\mu\text{m}$  supported by said plastic film, which process comprises:

1.) depositing the constituent elements of a scratch-resistant layer on a substantially flat plastic film; and

2.) shaping said film bearing the elements of the scratch-resistant layer into a shape which is the same as or at least similar to the ultimate shape of the end-product, while at the same time at least partly crosslinking the scratch-resistant layer.--

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### DISCUSSION OF THE AMENDMENT

The title has been changed to match the title as stated in the Declaration.

Claim 40 has been amended into a product-by-process form by incorporating the processes recited in Claims 53 and 56, as amended, as alternatives. In addition, the term "of optical quality equivalent to a window" has been replaced with --which meets French standard R43 for motor vehicle windows--, as supported in the specification at page 3, lines 23-29. Finally, a typographical error regarding the thickness of the at least one skin layer has been corrected.

Claim 41 has been amended by deleting superfluous matter.

Claim 50 has been amended by correcting an error in the recital of the thicknesses of the one or more optically selective layers.

Claims 53 and 56 have each been amended into independent form, and to be consistent with the amendment to Claim 40. Additionally, the terms "constituent elements of" and "and optionally consolidating them" have been deleted from Claim 53.

No new matter has been added by the above amendment. With entry thereof, Claims 40-62 will remain in the application.

### REMARKS

Applicants thank the Examiner for the courtesy extended to Applicants' attorney during the interview held October 12, 2000, in the above-identified application. During the interview, Applicants' attorney explored with the Examiner what the Examiner believed was patentable subject matter. While no agreement as to patentability was reached, Applicants